



Quick Action of Caltrans Maintenance Worker Saves Five Lives

Steam roiled off the frosted rooftops during a recent January morning in Sacramento. Yet, District 3 Highway Maintenance Leadworker John Wells thought he noticed something a little extra at one home. By instinct he backed his truck up for a second look and his quick thinking likely saved the lives of five young children who were home alone.

Recognizing that the house was on fire, Wells, a member of the District 3 Caltrans Honor Guard Team, opened the unlocked metal security door to the house and began knocking. Although there was no answer, he heard small voices behind the obstruction. When he tapped on the window, a young girl pulled open the curtain, and he told her the house was on fire and they all needed to get out.

Four children, still in their pajamas, were watching cartoons on television, unaware of any looming danger. The fifth and oldest child, age 10, was upstairs in the back of a bedroom closet. He was attempting to smother the out-of-control blaze that fire officials say he started while playing with a cigarette lighter. Wells was able to rush all of the children out of the house and get them into the warmth and safety of his Caltrans truck.

"There were five smoke alarms in the house but only one of them was working and it was nowhere near where the fire began," said Sacramento Fire Captain Niko King. "Four more minutes could have meant tragedy because it was already going in the attic."

Since Wells was having cell phone difficulties in getting through to the 911 operators, he quickly decided to

contact the District 3 Caltrans Traffic Management Center (TMC). Caltrans Maintenance Dispatcher Kim Epperson took the call and transferred it to Caltrans Traffic Technician Jan Montana

fell into place at the right time. In addition to Wells' timing, keen observation and quick action, the Sacramento Fire Department had just finished wrapping up another call in the area and was able to respond in only three minutes.

When the children's mother returned home, she was panicked that she could not find her sixth child. Wells, having already questioned the five children earlier, reminded the mother that her sixth child had stayed at a friend's house the previous night.

"It's not very often that the outcome of someone's actions is going to mean saving a life," explained Captain King. "In this case though, the actions of Mr. Wells meant saving five lives."

Wells, a first-time expectant father, humbly discounted his heroic actions in saving the children. He said that he just did what came naturally and that anyone else would have done the same.

"I'm real proud to be a Caltrans employee," said Wells. "I bleed orange and I have absolutely loved my job over the last 15 years. The Department has been good to me, I have a great boss and I work with a great crew."

John received appreciation letters from Governor Arnold Schwarzenegger and Director Jeff Morales for his heroic actions. "The strength of our great state is found in the willingness of people to help others. Your swift action in a life threatening situation is an inspiration to all Californians," expressed the Governor in his letter.

Damage to the home was estimated at \$50,000. And the 10-year-old will take a Sacramento Fire Department safety class.



John Wells leans against his Caltrans truck that temporarily and safely held five children he rescued from a burning home in Sacramento. Photo by Don Tateishi, HQ Photography.

who dispatched the appropriate authorities using the Computer Aided Dispatch (CAD) system.

As a back-up, Wells also asked the children to call 911 on their cordless phone. Instead, they called their mother who was shopping at the local grocery store. On the telephone, Wells explained to her that the home was on fire and her children were out of harm's way.

Captain King said that the family was very fortunate that so many small things

The Caltrans Mission Remains Steadfast ... Stay The Course

DIRECTOR'S CORNER



Director Jeff Morales

As we move into 2004, we all expect to face many new challenges and successes. In upcoming weeks and months, Gov. Schwarzenegger will make decisions about the direction that transportation will move under his Administration.

In the meantime, we need to continue on our established course, by working on projects already in the delivery pipeline and by emphasizing the core work, vision and mission we have pursued in the past.

In this issue of the CT News, for example, you can read about a major milestone we have reached in replacing a section of the San Francisco Oakland Bay Bridge (SFOBB). In early January, our contractors employed some 500 trucks to transport approximately 5,000 cubic yards of concrete for the foundation of the bridge's eastern span.

We can take great pride in the Department's role in creating the San Francisco Bay Area's signature bridge and the span that will become the world standard for seismic research and application.

This great new bridge, which is expected to open to traffic in 2009, is an example of the Caltrans vision and mission.

These accomplishments are rooted in our efforts over the last few years to "improve mobility across California." We pledge in our Mission Statement that "the California Department of Transportation strives to be the highest performing transportation agency in the country. In pursuit of our mission, we continue to build a talented and diverse team and to strengthen ties with our partners."

Nothing has changed in that mission. It has been the Department's foundation in recent years, and it continues to serve us.

"To keep California moving," our mission statement reminds us, "we commit ourselves to these goals and values." They are:

Safety – Achieve the best safety record in the nation.

Our continuing emphasis on safety is paying dividends. No Department employee has been killed in the line of duty since March 2001, a nearly three-year span. At the same time, our prize-winning "Slow for the Cone Zone" campaign went statewide during the fiscal year, reminding motorists to protect themselves and highway workers by keeping their speeds down in construction zones.

Reliability – Reduce traveler delays due to roadwork and incidents.

Our recent work on the SFOBB is a good example of our progress. The Department recently closed lanes on the bridge to allow concrete trucks access to the foundation project. However, the lane closures were limited to night or early morning hours on a Friday and Saturday. Traffic delay was held to a minimum while we completed work on one of the largest current public works projects in the nation. Despite the work, the public could rely on the Bay Area transportation system.

Performance – Deliver record levels of transportation system improvements.

We currently have some 600 projects

(valued at nearly \$6 billion) underway across the state. And we estimate that there will be \$20 billion available for Local Assistance, SHOPP, and STIP over the next five years. Safety and maintenance projects will proceed as scheduled. In addition, we are exploring innovative financing options and working with our congressional delegation to secure a greater share of federal funding to help improve our transportation system.

Flexibility – Make transit a more practical travel option.

The Department has made great strides in advancing public transportation. For example, the state recently provided \$152 million for the Bay Area Rapid Transit's expansion to the San Francisco International Airport, and it played an important role in expanding the Sacramento Regional Transit's light rail system. At the same time, the three state-supported intercity passenger rail lines continue to be among the five busiest routes on the Amtrak system -- carrying more than 3.6 million passengers last year.

Productivity – Improve the efficiency of the transportation system.

For example, we have been moving toward a much more streamlined environmental process, by improving our procedures and working more closely with the State Resources Agency. And our efficiency in delivering projects has improved significantly. Between Fiscal Years (FYs) 92-97 and FYs 97-02, we became about 25 percent more efficient in completing the environmental, design, right of way certification and construction phases of project delivery.

During this time of transition, we all need to remember that we are doing important work, and that we are doing our job well. Our No. 1 job is to remain on a steady course as we move into this new year.



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Public Affairs Office
1120 N Street, Room 1200
Mail Stop 49
Sacramento, CA 95814
(916) 653-5456
(916) 653-4086 (TTY) or CRS - 711



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Bay Bridge Milestone: Caltrans Pours Massive Foundation

In early January, the new East Span's self-anchored suspension span was set in concrete. For 40 hours some 550 trucks rumbled continuously along on the San Francisco Oakland Bay Bridge (SFOBB), carrying more than 5,300 cubic yards of concrete for the first of two foundations on Yerba Buena Island, completing the largest single Caltrans concrete pour.

The California Highway Patrol and local police worked with Caltrans and the contractor (West Bay Builders) to close the far right lane on two sections of the bridge during the evening and early morning hours of Jan. 9 (Friday) and Jan. 10 (Saturday). All lanes remained open during daytime hours.

During the long weekend, Caltrans contractors hauled concrete mix from plants in Oakland and San Francisco to the site at the east end of the Yerba Buena Island and then deposited the mix into 90-foot deep excavations.

"This concrete pour completes about half of the western foundation for this seismic safety project," said District Director Bijan Sartipi. "It marks a significant milestone in the progress of the self-anchored suspension span's construction."

With the concrete deposited, the foundation project is considered to be half-way completed, and is expected to be finished this summer. The new 2.2 mile-long bridge is expected to open to traffic in 2009.

The foundation work was one of an increasing number of important milestones on the \$2.6 billion bridge that will replace much of the older 1930s-era span that suffered significant damage during the 1989 Loma Prieta earthquake.

One of the world's largest current public works projects, the new bridge will have 10 traffic lanes (five in each direction) with 10-foot shoulders for emergency vehicle access and space for vehicle breakdowns. The SFOBB, one of the busiest in the nation, carries an average of 280,000 vehicles a day.

The new east span includes the world's first single-tower,

self-anchored span that will require 67,000 tons of steel, equal to 10 Eiffel Towers or 536 Statues of Liberty. Suspension cable strands laid end to end would extend 15,000 miles -- or from San Francisco to Sydney, Australia, and back.

A single suspension cable will wrap over the tower and around the perimeter of the roadway to support the roadway's weight. The length of the entire roadway will be equal to six football fields -- the world's longest self-anchored suspension bridge, with foundation piles up to 300 feet deep. The tower cofferdam will be the size of a stadium.

As construction moves ahead, Caltrans has also been aggressive in protecting and monitoring several species of birds, aquatic plants and marine life that are native to the Bay and could be affected by the work.

The Department has worked with the Federal Highway Administration and various state agencies to establish biological protection and monitoring procedures during and after construction. It has also allocated some \$10.5 million to the Skaggs Island and Eastshore State Park, which will restore 3,300 acres of former Navy property on Skaggs Island, equal to three Golden Gate Parks.

The program also aims to protect a number of species and ensure water quality. Species include the California least tern, brown pelican and peregrine falcon; fish; and eelgrass, which offers habitat and protection for fish and forage for birds. Marine mammals include California sea lions, Pacific harbor seals and gray whales.

The next major milestone will be when bids are awarded for the \$70 million south side double deck detour contract and for the \$180 million marine foundations contract to build the eastern foundation and tower foundation of the self-anchored cable suspension bridge. The final puzzle piece is the estimated \$740 million superstructure contract to build the tower, decks, and cables, which is advertised and targeted for a late May bid opening.



During Caltrans' largest ever single concrete pour, mix was dropped into 90-foot deep holes creating a 30-foot concrete foundation for the column cages shown above at the east end of Yerba Buena Island. Photo courtesy of John Huseby, District 4 Photography.

Caltrans Manager Award Nominations Due February 27th

Nominations for Caltrans' newest manager recognition award, the **Emerson Rhyner Award**, are due on February 27th. Take this opportunity to give well-deserved credit to someone who has contributed greatly to the Department's goals and mission. Nominees must have made a major contribution to the field of transportation. The contribution may represent either a lifetime of accomplishments in the field or a single

extraordinary achievement. The first Emerson Rhyner Manager Award will be presented at the annual Tranny Banquet on May 12th. Additional information, application and guidelines are accessible at <http://www.dot.ca.gov/awards/Rhyner/rhyneraward.htm>

Questions about the award can be directed to Janis DeVerter at (916) 653-8879 or CALNET 8-453-8879.

Nephew of Caltrans Employee Is 'Peter Pan'

It's lucky for Caltrans HQ Information Technology (IT) that Peter Pan did not take his uncle far away with him to Neverland. The newly released feature film, "Peter Pan," stars 14-year-old Jeremy Sumpter, the nephew of Caltrans' own Dan Sumpter, Chief, Enterprise Applications Division in Headquarters IT. After staying with the Department for 32 years, it is apparent that Dan has opted to "grow up" right here at Caltrans.

After a worldwide search, Director PJ Hogan cast Jeremy as Peter Pan; the first time a young boy has ever played the role of Peter Pan on screen. Hogan explained, "We searched a long time. But I knew as Jeremy walked through the door that he was it."

In 2003, Dan attended the filming of various "Peter Pan" scenes in Australia where he also met other members of the cast and crew who Dan described as "down-to-earth" and genuinely nice. "They went out of their way to make us feel comfortable on the set," said Dan. When asked what part of the filming impressed him most, he explained how quickly Jeremy met various challenges, such as choreographed sword fighting. Dan had a front-row view from the ship deck during some of the sword-filled encounters.

Dan remembers the day that Jeremy and his twin sister, Jessica, were born in Monterey. Now, he watches his nephew on the big screen. In addition to "Peter Pan," Sumpter has been in feature films such as "Frailty," "Just a Dream" and "Local Boys." In 2001, Dan attended the Los Angeles premier of "Frailty" with his nephew.

You may have also spotted Jeremy on various television shows such as "Murphy's Dozen," "ER," and "Raising Dad." He was awarded the 2003 Young-Artist-Award for Best Actor in a TV Movie for his role in "Just a Dream" and was nominated

for the 2003 Saturn Award for Best Young Actor for his work in "Frailty."

Although astonished with how quickly Jeremy has risen to stardom, Dan is not surprised with the level of his success. "As long as I can remember, Jeremy has enjoyed entertaining people with impersonations and by telling jokes," said Dan.

"His athleticism has helped him as well. One reason he landed a key role in 'Local Boys,' a surfing movie, was because, unlike the other kids who auditioned for the part, he is an accomplished surfer." Jeremy is also an avid golfer and, when visiting Sacramento, he and his dad have joined Dan for rounds at Haggin Oaks and other local golf courses.

Young Sumpter's family moved to Kentucky when he was only 10 months old. After being coerced by his sisters to enter a preliminary competition for the International Model and Talent Association in Kentucky, he was selected to compete in the International Modeling and Talent Association's competition in Los Angeles. There, he walked away with the PreTeen Male Model of the Year title and received awards in eleven other categories, including Fashion/Runway and Commercial/Print. That's when Dan's brother and sister-in-law decided to sign Jeremy up with a personal manager

and, in 2000, when Jeremy was 11 years old, moved the family to California, near Hollywood, of course. The rest, as they say, is history.

Stay tuned for an upcoming article in the CT News on "Celluloid Highways in California." You may be surprised to see how many feature film scenes have taken place on or near California highways.

At right, Dan Sumpter poses with his nephew Jeremy Sumpter in Australia during the filming of Peter Pan. Below, Dan is shown spending time on the ship deck where he watched the filming of various scenes.



Caltrans Bringing Back Glory of Fresno's Santa Fe Station

Construction has begun on a \$6 million renovation of the Fresno train station, the more than century-old passenger terminal that still serves the San Joaquin passenger route between Bakersfield and Sacramento/Oakland.

Completed in 1899, the California mission-style depot at Tulare and Santa Fe streets was intended originally to serve the San Francisco and San Joaquin Valley Railroad, which eventually became the Atchison, Topeka and Santa Fe Railroad, and until recently was owned by the Burlington Northern and Santa Fe.

However, the City of Fresno recently paid just over \$1 million for the depot, adjacent land and moving costs for the railroad staff. The state has provided approximately \$5.3 million for the restoration, while Amtrak -- which operates the state's intercity passenger rail services -- paid the remainder.

"Caltrans was eager to be a part of this project," said Director Jeff Morales. "The state-supported intercity passenger rail service continues to grow, because it offers an affordable, convenient, safe and attractive transportation alternative."

The station underwent seven additions between 1908 and 1985, including a bridge to connect the depot to a nearby freight office.

When completed this autumn, the restored 5,400-square-foot depot will include late 19th century architectural features such as arches, a red tile roof, a clock tower with the original timepiece and period doors.

Over the years, alterations covered the original clock tower, an 11 foot-wide wrought-iron timepiece. Officials believe

that the clock still exists somewhere in the Fresno area. However, even if the clock cannot be found, the project's architect says that drawings still exist and could serve as a basis for an authentic reproduction.

As passengers enter the rehabilitated structure, they may feel they have been transported into an earlier era -- complete with plastered walls, wooden

wainscoting, twin fireplaces on either end of the room, period seating and water fountains in perimeter niches.

An additional 21,100 square feet will be used for rental space for offices, restaurants and other uses. New amenities include new plazas, landscaping, parking spaces and white exterior stucco.



The rendering above reflects the anticipated final product of the \$6 million Fresno Train Station renovation, scheduled for completion this autumn. Rendering courtesy of Johnson Architecture.

Transportation Forum to Take Place in February

The California Transportation Foundation will hold its fourth annual Transportation Forum on February 25 at the Sacramento Convention Center. The forum provides an opportunity for transportation professionals to learn what to expect from the new administration, legislators and the federal government in 2004.

Business, Transportation and Housing Secretary Sunne Wright McPeak has been invited to deliver the keynote address. California's Legislative Analysts, legislators and other transportation executives are expected to attend.

The Forum provides an annual setting in which to address the vexing problems facing transportation.

The registration fee is \$150 until Feb. 17, \$175 after that. Contact West Directions, 926 J Street, Suite 815, Sacramento CA 95814 or log on to:

<http://www.transportationfoundation.org/index.html>

The California Transportation Foundation, dedicated to the promotion and recognition of excellence in California transportation, accepts donations and provides grants to public and private organizations and individuals to:

- Recognize outstanding performance and achievement in transportation.
- Develop professional transportation employees through scholarships, career days and other means.
- Assist transportation employees and their family members who are subject to misfortune and hardship.
- Co-sponsor transportation seminars, conferences, research projects and studies.
- Honor deceased employees.

'Hats Off' to Caltrans Employees

On a regular basis, Caltrans employees receive appreciation letters by external customers for outstanding performance. The CT News has begun carrying a "Hats Off" section on occasion to reflect some of these well-deserved accolades to employees throughout the Department. This issue reflects only some of the numerous letters that were received over the last year. Keep up the good work!

(Editor's note: Letters can be submitted to Tamie McGowen for possible publishing. Letters may be edited for length and continuity.)

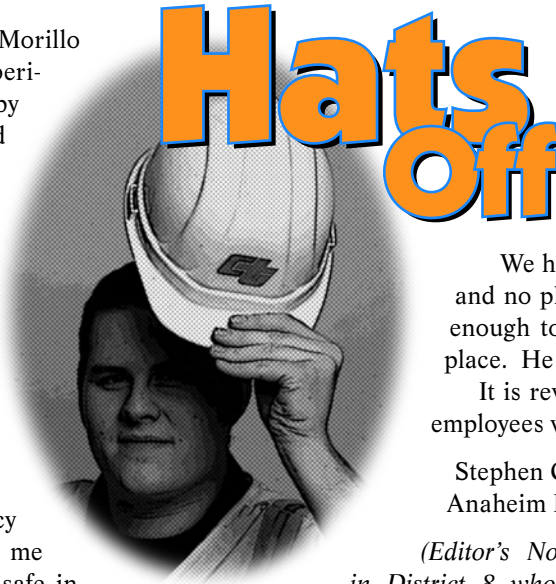
Last night, my daughter Noriko Morillo had one of the most frightening experiences of her life. She was cut off by another driver as she headed toward the east bay from Treasure Island. The car ran into the guardrail but thank God she was not seriously injured. I want to thank two of Caltrans' wonderful employees who acted no less than Good Samaritans last night. Ms. Deborah Torres is the dispatcher who kept the communication going between Nori and me (Nori didn't have her cell phone last night). Mr. Marius "Reese" Kincy is the tow truck driver who called me to let me know my daughter was safe in the lobby of the Holiday Inn. I was falling to pieces knowing my daughter was frightened but Deborah and Reese made all the difference in the world to a panicked mother. Please thank them on our behalf and may they be recognized for going the extra mile for people in an overwhelming situation. Thank you all for being there!

Michiko Murillo

I am writing to thank you for the fine work you have done keeping our roads open. The recent storms left a lot of snow here, and Caltrans crews have taken immediate action to clear the roads and make our community accessible and safe.

I received numerous comments from business owners and residents about the speed at which Caltrans has taken action this year and all expressed appreciation for a job well done.

Tom Davis, Mayor
City of South Lake Tahoe



It is very rare that a person takes the time to compliment someone who does an excellent job. I want to bring to your attention that your employee, David Smith, deserves a commendation for assisting us on Highway 15, ten miles south of Barstow.

We had a "blow out" at the construction zone and no place to change our tire. David was kind enough to stop and help us put our car in a safe place. He also changed the tire for us.

It is rewarding to know that there are Caltrans employees who look out for motorists in trouble.

Stephen Curtis
Anaheim Hills, California

(Editor's Note: David is a Transportation Planner in District 8 who works as part of the Caltrans Traffic Management Team.)

I cross the Dumbarton Bridge almost everyday. I am writing you to comment on the excellent work done by one of your employees. His badge number is 285 and whenever I encounter him at the toll plaza he is a pleasure to meet. His appearance is always professional and his attitude is excellent. Your employee who wears badge number 285 is an excellent representative of CALTRANS.

Bruce Gordon, Sr. Associate Engineer Intek

(Editor's Note: Badge #285 is Edward Neal)

The purpose of this letter is to express my gratitude for the roadways upon which I drive every day, but basically never stop to be grateful for.

The highways that you develop and maintain make it easy for me to go to work to earn a living, go on vacation, do community service and a host of other activities.

I am grateful that I can go many places, and your highways are a big part of why that is so. Thank you.

Allen Trux
Sacramento, California

Caltrans to Demonstrate IT Know-how to the World

By Coco Briseno

World Congress/ICI Project Manager

In a strategic public-private partnership, Caltrans will co-host the 2005 ITS World Congress in San Francisco, an opportunity to focus international attention on California's investment and progress in its transportation infrastructure.

The Department will work with the Intelligent Transportation Society of America (ITS America) to welcome more than 10,000 participants from around the world, including the general public, to demonstrate innovative products and services employing advanced technologies designed to improve transportation safety and efficiency.

"California is the worldwide leader in building information technology, and it is the most populous state, with the most automobiles and the most roadways," said Director Jeff Morales. "It makes sense that Caltrans should work with ITS America to showcase cutting-edge technologies that can make Californians' travel easier, safer and more secure."

The ITS World Congress will serve as a venue for companies, developers, service providers and suppliers to showcase statewide intelligent technology solutions. It also will demonstrate the real benefits and economic opportunities that innovative transportation technologies and services can offer.

In anticipation of the November 2005 World Congress, Caltrans has developed the Innovative Corridors Initiative (ICI), a unique method to solicit proposals from interested parties, which will allow industry and public agencies to have limited access to Caltrans facilities, rights-of-way and staff

expertise. This collaboration will result in pilot projects that will be highlighted as part of the 2005 ITS World Congress.

The ICI called for ideas between October 15, 2003, and January 1, 2004, which has resulted in 28 project proposals intended to improve mobility and safety for California travelers. This "win-win" approach required no departmental commitment of funds.

For the next several months, Caltrans and its public agency partners will review proposals and negotiate with selected companies the terms and conditions of the proposed pilot projects. Caltrans will oversee only those pilot projects requesting access to Caltrans facilities, rights-of-way or other assets.

The ICI initiative and the World Congress event are having rippling effects throughout Caltrans. Staff across functions and districts have been planning and organizing for several months.

A Caltrans Working Committee, consisting of subject matter experts throughout various districts and divisions, has been organized to develop the CFS and oversee implementation of the resulting pilot projects. A Caltrans Management Team provides policy-level guidance.

This initiative has strengthened industry-government relations and will boost the California economy. Private industry can benefit from access to public facilities, rights-of-way or other assets and, as a result, the public can benefit from enhanced mobility and safer transportation.

Coco Briseno, World Congress/ICI Project Manager, can be contacted via email at Coco_Briseno@dot.ca.gov for more information on this initiative.



Relief for Quake Victims Offered through CTF

By Colin Jones,

District 5 Chief Information Officer

On December 22, several District 5 employees suffered major damage or in some cases, a total loss of their homes due to the 6.5 magnitude San Simeon earthquake. However, the California Transportation Foundation (CTF) has once again come through by creating a statewide relief fund for Caltrans employees affected by the disaster.

While highways and bridges fared very well overall, many buildings in Paso Robles/Atascadero and other towns in northern San Luis Obispo County were severely damaged by the temblor.

If you wish to assist these employees by donating to the

"Earthquake Relief Fund," make checks payable to the CTF with "Earthquake Relief" written in the memo line and send them to:

California Transportation Foundation
P.O. Box 163453
Sacramento, CA 95816

All donations are tax deductible with your cancelled check acting as a receipt. The CTF administers the relief program at no cost and provides matching funds up to 25 percent.

The criteria for receiving a grant from this program will be suffering an unrecoverable loss of \$10,000 or more. All funds collected will be distributed to the affected employees on a prorated basis.

Two Employees Honored for Excellence in Equipment

*By Ivy Estrada
District 8 Public Information Officer*

In what is to be an annual celebration honoring Caltrans equipment shop employees throughout the state for outstanding performance, two Equipment Shop employees were nominated by their peers, and selected by their superiors, for the first annual Caltrans "Excellence in Equipment" award.

Equipment employees nominated their coworkers based on excellence in the following categories: performance, professionalism, customer service, work efforts beyond the call of duty and superior leadership.

The panel, including individuals from the Caltrans Division of Equipment Superintendents Advisory Committee and Office Chiefs from the Headquarters Division, thoroughly reviewed numerous applications.

The 2003 recipients were Brian Kammer, a Heavy Equipment Mechanic Leadworker in San Bernardino, and David Barnes, a Highway Mechanic Supervisor in Fresno.

Kammer's supervisor, Barney Encinas, said, "Brian is a dedicated employee and anyone who has worked with him knows that customer service is one of his top priorities."

Barnes' supervisor, Ron Sargent, praised his employee. "David has a personal level of professionalism and leadership that sets our level of customer service as something that others can look up to."

Lisa Kunzman, Division Chief of Equipment, presented the awards to Kammer and Barnes at individual ceremonies held at their own shops. "The bar is set very high for the recipients," said Lisa Kunzman. "We are very proud of this year's winners."

Five others were given recognition for their career achievements. They were Diana Kurtz, John Columbo, Calvin Schiefferly, Alan Bidwell and Chuck Chacanaca.

The Division of Equipment purchases, fabricates, services and repairs more than 13,000 pieces of mobile equipment for Caltrans and local, public-funded agencies through Interagency Agreements.

Caltrans Information Technology a Click Above the Rest

Last December, two Caltrans projects were recognized in the 2003 Best of California Awards for innovation in information technology: the Transportation Operations and Project Support System (TOPSS) and the Digital Highway Inventory Photography Program (DHIPP).

The competition, sponsored by the Center for Digital Government, Government Technology magazine and eRepublic, provides an opportunity for State government agencies in California to be recognized for their efforts and innovations in information technology.

The 13 awards for this year were presented by the Center for Digital Government, their industry sponsors, and Dr. Clark Kelso, the State of California Chief Information Officer.

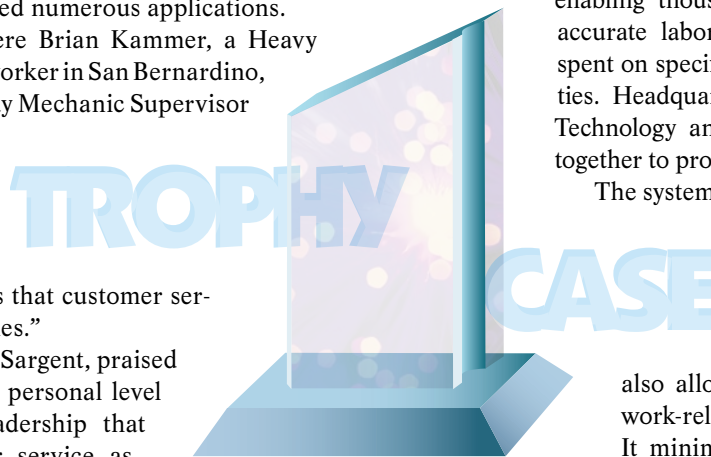
TOPSS is Caltrans' first web-based enterprise system, enabling thousands of employees to report accurate labor information, including time spent on specific projects and ongoing activities. Headquarters' Division's of Information Technology and Human Resources worked together to produce the application.

The system tracks job-required employee certifications and/or licenses, and it electronically notifies supervisors and employees of impending expiration dates. The system also allows supervisors to input staff work-related injury accidents online. It minimizes reporting delays to the State Compensation Insurance Fund

and reduces workers' compensation costs. TOPSS was one of two winners in the "Best Application Serving a Department or Agency's Business Needs" category.

DHIPP is the Department's first full-featured web-based enterprise geospatial data system, enabling all employees with access to the CT Intranet to use digital high-resolution color aerial imagery in their work. Headquarters Divisions of Engineering Services and Information Technology worked in partnership to create the award-winning application.

DHIPP imagery is available for the entire 15,000-mile State Highway System. Caltrans staff can simply click on the link provided on the Caltrans Onramp homepage at <http://svhqdhipp:8080/dhipp/view.html>. It has been used over 41,000 times in its first nine months. DHIPP was one of two winners in the "Most Innovative Use of Technology" category.



Tranny Nomination Deadline March 1

Nominate your favorite Person, Organization, Project, or Program to receive a Tranny Award. For guidelines and more information about the California Transportation Foundation's Tranny Awards, access www.dot.ca.gov/awards/tranny/trannys.htm

Sacramento's First 'E-Bus' Means a Faster Commute



In cooperation with local transportation agencies, the California Department of Transportation

last month (January) launched Sacramento's first "enhanced bus service" (E-Bus), which is intended to increase frequency of buses along the city's Stockton Boulevard Corridor.

Part of an effort to move toward a full-fledged local Bus Rapid Transit System, the \$2.6 million E-Bus service incorporates such features as signal preemption, queue jumping and improved passenger amenities on the route between Florin Mall Transit Center (in South Sacramento) and downtown Sacramento by way of Stockton Boulevard.

The E-Bus will operate 15-minute weekday service between 5:30 a.m. to 7:30 p.m. Combined with the traditional Route 51, the service frequency will increase to about eight minutes along segments of Stockton Boulevard, and travel speed will rise because of the limited number of stops.

Several technical innovations make the new service possible. The new E-Bus can send an electronic message to a traffic signal, which extends the green light. A queue jump feature has been installed on Stockton Boulevard at Fruitridge Road. This allows the traffic signal to display a "T," which permits E-Buses to proceed through the intersection via the right turn lane.

Travelers can easily transfer onto traditional buses and the Sacramento Regional Transit's (RT) light rail system.

The new electronic system was a partnership between Caltrans, the Sacramento Public Works Department, Sacramento County Department of Transportation and the Sacramento Area Council of Governments.

Regional Transit's plan calls for similar systems along Sacramento's Watt Avenue, Sunrise Boulevard and Florin Road.

Exams Schedule

The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in February/March:

Printing Trades Production Coordinator (Promo)
Research Analyst II (General) (Promo)
Research Manager I (Economics) (Promo)
Systems Software Specialist III (Promo)
Training Officer I (Promo)

The following examinations allow for continuous filing:

Associate Right of Way Agent (Promo)
Caltrans Heavy Equipment Mechanic (Promo)
Caltrans Heavy Equipment Mechanic (Open)
Deputy Attorney III (Promo)
Deputy Attorney IV (Promo)
Transportation Surveyor, Caltrans (Open)
Transportation Surveyor –Party Chief, Caltrans (Open)

The following examinations allow for continuous filing on the Internet:

Senior Environmental Planner (Promo)
Senior Right of Way Agent (Promo)
Senior Transportation Engineer, Caltrans (Promo)

Visit our Web site at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

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DO YOU HAVE A SUGGESTION ON HOW TO IMPROVE STATE OPERATIONS? IF SO, YOU MAY BE ELIGIBLE FOR AN AWARD! CONTACT THE EMPLOYEE RECOGNITION PROGRAM AT (916) 227-9803 OR VISIT THE WEB SITE AT:

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Caltrans JOURNAL Suspended

Editor's Note: The production of the Caltrans JOURNAL has been suspended due to budgetary uncertainties. However, the CT News publication will continue to be distributed electronically on a monthly basis. Alternatives are being considered to help subsidize the production costs of the Journal as we hope to have it available again in the future.